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U.S. DEPARTMENT OF COMMERCE
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BUREAU OF THE CENSUS
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United States Airborne Foreign Trade

SUMMARY REPORT
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CUSTOMS DISTRICT BY CONTINENT

COVERAGE

This report presents U.S. export and import statistics by air in U.S. customs district by continent arrangement. Effective January 1966, some changes were made in customs districts as shown in the January 1966 edition of Schedule D, Code Classification of United States Customs Districts and Ports Used in Compiling the United States Foreign Trade Statistics. The Schedule D revisions which were made effective January 1966 for statistical purposes reflect changes in the Bureau of Customs field service organization occurring, for Customs administrative purposes, during the first six months of 1966. The districts shown in this report are those having combined exports and imports by air valued at 2 million dollars or more during the calendar year 1965.

Exports

These statistics represent exports of domestic and foreign merchandise combined and include government as well as nongovernment shipments of merchandise by air from the United States to foreign countries. The statistics, therefore, include Department of Defense Military Assistance Program--Grant-Aid shipments, Mutual Security Program economic assistance shipments, and shipments of agricultural commodities under P.L. 480 (The Trade Development and Assistance Act of 1954, as amended) and related laws. Shipments to U.S. armed forces and diplomatic missions abroad for their own use are not included in the export statistics. U.S. trade with Puerto Rico and U.S. possessions and trade between U.S. possessions are not included in this report, but exports from Puerto Rico to foreign countries are included as a part of the U.S. export statistics. Merchandise shipped through the United States in transit from one foreign country to another, when documented as such through U.S. Customs, is excluded. (Foreign merchandise which has entered the United States as an import and is subsequently reexported is not treated as intransit merchandise, and is included in this report.) The figures in this report exclude exports of household and personal effects, shipments by mail and parcel post, and shipments of airplanes under their own power.

For security reasons detailed customs district of lading and country and continent of destination data are not shown in published export statistics for selected commodities, referred to as Special Category commodities. The data for individual customs districts and continents, therefore, exclude exports of Special Category commodities, but over-all shipping weight and value totals for exports of Special Category commodities are included in table 1. Effective January 1965, some changes were made in security restrictions, without a corresponding change in restrictions applying to earlier periods. Therefore, the current customs district and continent totals include data for exports of some commodities which are no longer classified as Special Category commodities beginning in 1965, but which were not included in customs district and continent totals prior to 1965 since they were classified as Special Category commodities at that time. Because of this, and also because of changes in the content of Special Category commodities effective January 1965, the district and continent statistics currently shown in this report are not completely comparable with those for periods prior to 1965. Further information regarding Special Category commodities may be obtained from the Bureau of the Census.

The statistics shown for exports to Canada represent fully compiled data for shipments individually valued $2,000 and over combined with estimated data for shipments valued $100-$1,999 based on a 10-percent sample of such shipments. The statistics shown for exports to countries other than Canada represent fully compiled data for shipments individually valued $500 and over combined with estimated data for shipments valued $100-$499 based on a 50-percent sample of such shipments. In addition to these data, estimated data for shipments valued under $100 are also included in some of the figures shown in the "Total" columns in table 1, as footnoted. These estimates for shipments valued under $100 are not included in the other figures in the table.

Since the export figures shown include estimates based on a sample of low-valued shipments, they are subject to some degree of sampling variability. The

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following is a rough guide to the general level of sampling variability on a 2 chances out of 3 basis of value totals. Usually the higher value figures will have the lower percent sampling errors. Detailed information on the sampling variability of individual figures is available upon request.

Value totals for "Total" and "North America" of:	Proportion of cells with sampling variability of: under 2%	under 5%	under 10%	under 20%	20% and over
$1,000,000 and over	.60	.85	1.00		
$500,000-$1,000,000	.45	.65	.70	1.00	
$100,000-$500,000		.15	.40	.45	.55
$20,000-$100,000				.25	.75
Cells of under $20,000	Are likely to have sampling variability from $10,000 to $20,000				
Value totals for continents of South America, Europe, Asia, Australia and Oceania, and Africa of:	Are likely to have sampling variability of:				
$300,000 and over	Less than 2%				
$100,000-$300,000	Less than 5% with over half of the totals less than 2%				
$20,000-$100,000	Generally less than 10% with over half of the totals less than 5%				
Under $20,000	Generally $1,000 to $2,000				
Cells of $0	Generally less than $500				

The sampling variability, in percentage terms, of shipping weight figures can be approximated by the percent sampling variability of value.

Imports

These statistics represent general imports which are a combination of imports for immediate consumption and entries into bonded warehouses. The statistics include government as well as nongovernment shipments of merchandise by air from foreign countries to the United States. However, American goods returned by the U.S. armed forces for their own use are excluded. U.S. trade with Puerto Rico and with U.S. possessions and trade between U.S. possessions are not included in this report but imports into Puerto Rico from foreign countries are considered to be U.S. imports and are included. Merchandise shipped through the United States in transit from one foreign country to another, when documented as such through U.S. Customs, is not reported as imports and is excluded from the data shown in this report. (Foreign merchandise which has entered the United States as an import and is subsequently reexported is not treated as intransit merchandise, and is included in this report.) Imports of household and personal effects, imports by mail and parcel post, and imports of airplanes under their own power are not included.

Effective July 1965, the airborne general import statistics reflect fully compiled data for formal entry shipments valued $251 and over. With the exception of the value data shown in the column for "All carriers", the statistics shown in table 2 for value and shipping weight reflect fully compiled data exclusively. The value data shown for "All carriers" represent fully compiled data combined with estimated data for shipments valued $250 or less reported on both formal and informal entries, based on a 1-percent sample of such shipments. (Informal entries, by definition, contain items valued not more than $250.)

Prior to July 1965, the airborne general import statistics reflected fully compiled data for formal entry shipments valued $100 and over. Formal entry shipments valued less than $100 were entirely excluded from the airborne import statistics. Estimated data for informal entry shipments valued $250 or less, based on a 10-percent sample of such shipments, were included in the column showing value data for "All carriers" in table 2, but were excluded from the other statistics in this table.

Since the statistics showing total value of imports by all carriers include sample estimates, they are subject to sampling variability. In general, the higher value figures will have the lower percent sampling errors. Value totals of $500,000 and over will generally have a sampling variability of less than three percent while value totals of under $500,000 will generally have a sampling variability of less than $50,000.

Table 1.—SHIPPING WEIGHT AND VALUE BY SELECTED CUSTOMS DISTRICT OF LADING BY CONTINENT

Customs district of lading[1]	Shipping weight (thousands of pounds)								Value (thousands of dollars)							
	Total		North America[1]	South America[1]	Europe[1]	Asia[1]	Australia and Oceania[1]	Africa[1]	Total		North America[1]	South America[1]	Europe[1]	Asia[1]	Australia and Oceania[1]	Africa[1]
	All carriers	U.S. flag carriers							All carriers	U.S. flag carriers						
Total, all carriers.	[2]49,081	(X)	15,432	6,508	17,908	2,860	407	653	[2]224,357	(X)	36,632	19,258	127,462	23,905	4,475	3,510
U.S. flag carriers..	(X)	[3]17,920	6,534	1,740	5,791	1,412	88	220	(X)	[3]80,963	17,132	7,064	40,998	10,168	970	1,333
Boston, Mass.....	741	377	272	(Z)	454	9	4	2	4,860	2,763	1,350	(Z)	3,391	51	57	10
Buffalo, N.Y.....	378	363	352	6	20	-	-	-	2,007	1,995	1,972	1	34	-	-	-
New York City, N.Y.....	23,703	7,143	5,462	1,509	15,077	1,089	54	513	136,692	45,305	12,044	7,503	105,449	8,623	407	2,666
Philadelphia, Pa.....	247	37	7	-	227	6	(Z)	7	1,035	210	7	-	889	42	6	91
Baltimore, Md.....	85	85	6	-	61	18	-	2	452	435	53	-	380	15	-	4
Charleston, S.C.....	2	2	-	2	-	-	-	1	15	15	-	7	-	-	-	8
Savannah, Ga.....	63	63	-	-	1	20	-	42	481	481	-	-	6	439	-	37
New Orleans, La.....	437	95	396	41	(Z)	(Z)	-	-	1,299	399	981	311	6	1	-	-
Laredo, Tex.....	160	143	156	3	-	(Z)	-	-	583	516	569	13	-	1	-	-
Los Angeles, Calif.....	1,284	336	123	479	294	301	81	5	9,776	3,660	588	306	4,328	3,415	1,088	50
San Francisco, Calif...	1,489	546	32	14	208	1,005	229	1	15,079	4,247	88	159	2,522	9,555	2,731	24
Portland, Oreg.....	17	17	-	-	17	-	-	-	411	411	-	-	411	-	-	-
Seattle, Wash.....	476	435	396	(Z)	12	68	(Z)	-	2,205	1,418	1,411	1	640	152	3	-
Juneau, Alaska.....	20	5	2	-	14	3	1	-	137	6	3	-	109	24	1	-
Honolulu, Hawaii.....	110	49	19	-	9	43	35	6	554	249	11	-	34	336	170	3
Great Falls, Mont.....	30	30	30	-	-	-	-	-	240	240	240	-	-	-	-	-
Pembina, N.D.....	167	167	167	-	-	-	-	-	469	469	469	-	-	-	-	-
Minneapolis, Minn.....	18	18	15	-	3	-	-	-	69	68	45	-	24	-	-	-
Detroit, Mich.....	1,189	1,026	931	2	225	29	(Z)	1	1,908	1,320	532	5	1,343	6	2	20
Chicago, Ill.....	2,379	754	1,039	1	1,122	193	2	23	12,123	3,992	4,970	3	6,074	942	6	128
Cleveland, Ohio.....	445	25	439	-	1	5	-	-	1,603	77	1,568	-	8	27	-	-
St. Louis, Mo.....	19	18	11	-	8	-	-	(Z)	537	537	127	-	408	-	-	2
San Juan, P.R.....	638	488	566	69	2	(Z)	-	1	578	411	491	72	14	1	-	1
Miami, Fla.....	8,671	3,022	4,275	4,345	34	6	1	9	18,771	6,421	7,716	10,626	141	21	3	263
Houston, Tex.....	545	300	329	37	117	22	(Z)	39	2,600	1,665	815	220	1,240	119	3	203
All other districts[4]...	3,510	241	407	(Z)	2	43	-	-	5,155	353	580	30	11	136	-	-
Special Category[5].....	2,256	2,135	(D)	(D)	(D)	(D)	(D)	(D)	4,717	3,298	(D)	(D)	(D)	(D)	(D)	(D)

– Represents zero. D Data withheld to avoid disclosure of information for security reasons. X Not applicable. Z Less than 500 pounds or $500.

[1]All data shown throughout the table for the individual selected districts and the individual continents exclude shipments of "Special Category" commodities and estimated shipments valued under $100.

[2]Includes shipments of "Special Category" commodities and estimated shipments valued under $100.

[3]Includes shipments of "Special Category" commodities.

[4]Includes estimated shipments valued under $100 which are excluded from the totals for U.S. flag carriers.

[5]Represents shipments of "Special Category" commodities. A list of the "Special Category" commodities is available upon request to the Bureau of the Census, Washington, D.C. 20233.

Table 2.—SHIPPING WEIGHT AND VALUE BY SELECTED CUSTOMS DISTRICT OF UNLADING BY CONTINENT

Customs district of unlading	Shipping weight (thousands of pounds)[1]								Value (thousands of dollars)							
	Total[2]		North America	South America	Europe	Asia	Australia and Oceania	Africa	Total[2 3]		North America	South America	Europe	Asia	Australia and Oceania	Africa
	All carriers	U.S. flag carriers							All carriers	U.S. flag carriers						
Total, all carriers	17,760	(X)	3,501	1,204	10,594	2,329	41	91	137,126	(X)	12,159	2,905	98,852	17,020	752	1,286
U.S. flag carriers	(X)	8,846	1,783	492	5,122	1,380	20	49	(X)	57,626	5,770	1,395	39,354	10,124	511	471
Boston, Mass	277	176	13	-	260	4	-	(Z)	1,540	1,041	347	-	951	123	-	4
Buffalo, N.Y	50	48	48	-	2	(Z)	(Z)	(Z)	898	717	730	-	8	3	1	46
New York City, N.Y	10,223	4,918	258	397	8,951	521	12	85	102,169	38,438	3,722	1,850	88,950	4,158	126	1,170
Philadelphia, Pa	38	22	(Z)	-	38	(Z)	-	-	358	217	20	-	258	6	-	-
Baltimore, Md	109	98	1	-	97	11	-	-	1,749	1,679	47	-	1,650	32	-	-
Charleston, S.C	1	1	-	-	1	-	-	-	26	2	-	-	2	-	-	-
Savannah, Ga	87	87	87	-	(Z)	-	-	-	295	231	288	-	1	-	-	-
New Orleans, La	201	142	194	-	3	5	-	-	177	113	68	-	25	53	-	-
Laredo, Tex	371	346	368	(Z)	2	-	-	-	211	138	167	1	4	-	-	-
Los Angeles, Calif	779	513	21	11	164	566	17	(Z)	5,955	2,936	137	94	1,552	3,428	511	1
San Francisco, Calif	1,005	434	13	1	157	822	10	2	7,175	3,749	63	25	885	5,775	108	14
Portland, Oreg	4	2	-	-	4	1	-	-	37	9	-	-	10	6	-	-
Seattle, Wash	223	212	54	-	2	166	-	-	2,900	2,724	550	-	12	2,311	-	-
Juneau, Alaska	5	2	1	-	2	2	-	-	64	27	3	-	29	32	-	-
Honolulu, Hawaii	26	10	11	-	(Z)	14	1	-	252	63	13	-	(Z)	95	5	-
Great Falls, Mont	17	17	17	-	(Z)	-	-	-	91	91	90	-	1	-	-	-
Pembina, N.D	6	5	6	-	(Z)	-	-	-	27	18	26	-	1	-	-	-
Minneapolis, Minn	6	6	6	-	(Z)	-	-	-	158	138	138	-	1	-	-	-
Detroit, Mich	378	345	24	-	293	60	(Z)	1	1,192	708	291	-	699	156	1	5
Chicago, Ill	713	376	165	(Z)	415	130	-	3	7,616	2,809	3,178	(Z)	3,312	768	-	36
Cleveland, Ohio	111	1	79	-	32	(Z)	-	(Z)	304	12	165	-	52	12	-	1
St. Louis, Mo	(Z)	(Z)	(Z)	-	-	-	-	-	14	(Z)	14	-	-	-	-	-
San Juan, P.R	721	263	615	87	18	(Z)	1	-	409	138	184	54	106	2	1	-
Miami, Fla	2,293	769	1,414	703	150	25	-	-	2,977	1,509	1,640	871	309	43	-	-
Houston, Tex	53	36	46	5	1	1	-	(Z)	135	86	86	9	25	6	-	8
All other districts	62	17	60	(Z)	1	(Z)	-	-	399	34	193	(Z)	8	10	-	-

– Represents zero. X Not applicable. Z Less than 500 pounds or $500.

[1] Excludes shipping weight data for shipments valued less than $251 reported on formal and informal entries.

[2] Includes a small amount of shipments which are unidentified by continent.

[3] Includes estimated data of shipments valued less than $251 reported on formal and informal entries which are excluded from all continent data and data for U.S. flag carriers.

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